The British Railway Position. By GEORGE PAISH. London: The *Statist*, 1902. 12mo, pp. 322.

THIS book, which consists of a number of articles reprinted from the *Statist*, contains a series of comparisons of the cost of railway operation in the United States and in England, with special reference to the relative loading of trains. The whole book is an argument for larger loads on British trains, and it is an indictment against English companies for their uneconomical methods of handling traffic. The book contains a series of comparisons between train loads upon the Pennsylvania Railroad and upon the London & Northwestern, the Midland, the Northeastern, and other British railways. These comparisons are to the advantage of the American railroads.

The advantages of heavy train loads are found to consist in the fact that there is practically a fixed expenditure for the train crew irrespective of the weight of the train; that heavily loaded trains reduce the proportion of dead weight; that the wear and tear upon the track is diminished with the lessened number of trains; that the cost of the maintenance of rolling-stock is reduced by decreasing the number of locomotives; and, finally, that there is less congestion of tracks with a few large trains than with a larger number of small ones. It is not claimed by the author that English railroads can attain to the heavy train loads of American railroads, owing to the fact that on the whole American lines carry bulky freight for long distances, while the British railroads carry light freight for short distances, but some approach to American conditions is considered possible. Much of the greater success of American railroads is ascribed to the fact of their having been forced to compete, and therefore to economize, whereas the traffic and the profits of British railroads have been protected. A large part of the arraignment of British railroads bears upon the insufficient information and statistics collected by these companies, especially with regard to the determination of ton-mile costs.

The book is rather technical and narrow in its scope, and gives one the impression of being padded. It contains a series of extraneous papers by persons other than the author upon subjects other than that of the title, and the treatment of economic problems is commonplace and uninteresting. The detailed study of the various British railroads is valuable, and the introduction written by Mr. George S. Gibb, general manager of the Northeastern Railway, is excellent. Typographically the book deserves all praise.

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